

APPENDICES

APPENDIX A:

OUTREACH DOCUMENTATION

INTRODUCTION LETTER

Dear Transportation Colleague:

The Federal Transit Administration (FTA) has stated that all applicants for Section 5310, Section 5316, and Section 5317 funding participate in efforts to coordinate public transit and human services transportation via the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Columbus Area Metropolitan Planning Organization (CAMPO) has asked RLS & Associates, Inc. to prepare a comprehensive coordinated public transit-human services transportation plan to meet those requirements. To continue to be eligible to apply for funding of transit vehicles, each provider within the planning area must participate in formulation of that plan. That is, if your agency uses and/or expects to apply for transit equipment funded under Section 5310, Section 5316, or Section 5317, an agency representative must attend transportation coordination kickoff meetings.

The first of those meetings will be held on April 13, 2007 in the Brand Room of City Hall located at 123 Washington Street, Columbus, IN 47201. The meeting will begin at 1:00 pm and conclude near 4:00 pm.

Please RSVP to jedmondson@rlsandassoc.com by April 10, 2007.

We look forward to the opportunity to work with you.

Sincerely,

A handwritten signature in black ink, appearing to read 'jed', is positioned above the printed name.

John Edmondson
Project Associate
RLS & Associates, Inc.

SURVEY INSTRUMENT

Dear Transportation Provider:

In August of 2005, Congress passed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and the New Freedom Initiative (5317) must meet certain requirements in order to receive funding for Fiscal Year 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a “locally developed coordinated public transit-human services transportation plan.” This plan is required to be developed through a process that includes participation from representatives of public, private, and non-profit transportation services and human services providers.

The Columbus Area Metropolitan Planning Organization (CAMPO) is conducting a survey of all Section 5310, 5316, and 5317 participants throughout Bartholomew County to initiate the development of a coordinated transportation plan. Each recipient of this survey request has been identified as either currently participating in the transportation of individuals in and around Bartholomew County or as having a client/customer base requiring transportation in and around Bartholomew County.

CAMPO has enlisted RLS & Associates, Inc. to assist in the development of a local coordinated public transit-human services transportation plan for Bartholomew County. Once the surveys are complete and data analyzed, RLS & Associates will be conducting public participation meetings to review the information collected and share potential transportation strategies.

In order to remain eligible for future FTA funding, you must participate in this planning process. Future applications from agencies that have not participated in this planning effort will not be considered for funding. Thus, it is imperative that your agency complete the survey and have representation at future planning meetings.

Please go to www.sndayton.com/INDOT_coordination_survey to complete the survey no later than June 17, 2007. If you have any questions about completing the survey, please contact John Edmondson or Todd Lenz with RLS & Associates at (937) 299-5007 or jedmondson@rlsandassoc.com.

Thank you for your cooperation.

Sincerely,

Kent Anderson
Director
Columbus Area Metropolitan Planning Organization

Human Service Agency Survey
Columbus Area Metropolitan Planning Organization

Instructions to Survey Respondent – The Columbus Metropolitan Planning Organization is developing a Public Transit-Human Services Transportation Coordination Plan to meet the requirements of SAFETEA-LU and the Federal Transit Administration. These plans are necessary to document the coordination efforts for areas where transportation providers intend to apply for funding through any of the following FTA Programs:

- Elderly Individuals and Individuals with Disabilities (Section 5310)
- Job Access and Reverse Commute (JARC) (Section 5316)
- New Freedom Initiative (Section 5317)

Please provide as much of the information as possible. The survey will not only serve as an inventory of the transportation services currently provided, it will also indicate the need for, or gaps in, transportation for the elderly, people with disabilities, and low income individuals. It will also help us assess the level of coordination that may already be occurring.

If you have any questions, you may direct them to the contact person indicated below. Please return the completed survey questionnaire by July 31, 2007 to:

RLS & Associates, Inc.
Attn: John Edmondson
3131 S. Dixie Hwy
Suite 545
Dayton, OH 45439

I. ORGANIZATION CHARACTERISTICS AND SERVICES PROVIDED

The first set of questions has to do with the general characteristics of your organization and the general nature of the services provided.

1. Identification of Organization:

- a. Name: _____
- b. Address: _____
- c. Telephone: _____ Fax: _____
- d. E-mail: _____
- e. Name of Individual Who Can Answer or Respond to Questions Posed in the Survey:

- f. Title: _____

Local Stakeholder Survey

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g. Agency Website: _____

2. Please check the box that best describes your organization. (*Check only one.*)

- | | |
|---|---|
| <input type="checkbox"/> a. Adult Day Care | <input type="checkbox"/> l. Church/Synagogue |
| <input type="checkbox"/> b. Sheltered Workshop | <input type="checkbox"/> m. Other Faith Based Organization |
| <input type="checkbox"/> c. Hospital | <input type="checkbox"/> n. Publicly Sponsored Transit Agency |
| <input type="checkbox"/> d. Medical Center | <input type="checkbox"/> o. Private Transportation Company |
| <input type="checkbox"/> e. Nursing Home | <input type="checkbox"/> p. Ambulance Company |
| <input type="checkbox"/> f. Head Start | <input type="checkbox"/> q. Private School |
| <input type="checkbox"/> g. Senior Center | <input type="checkbox"/> r. Neighborhood Center |
| <input type="checkbox"/> h. Nutrition Site | <input type="checkbox"/> s. YMCA/YWCA |
| <input type="checkbox"/> i. Taxi | <input type="checkbox"/> t. Senior Center/County Senior Prgm |
| <input type="checkbox"/> j. Social Service Agency – Public | <input type="checkbox"/> u. Other: _____ |
| <input type="checkbox"/> k. Social Service Agency – Nonprofit | |

3. What are the major functions/services of your organization? (*Check all that apply.*)

- | | |
|---|--|
| <input type="checkbox"/> a. Transportation | <input type="checkbox"/> j. Diagnosis/Evaluation |
| <input type="checkbox"/> b. Health Care | <input type="checkbox"/> k. Job Placement |
| <input type="checkbox"/> c. Social Services | <input type="checkbox"/> l. Residential Facilities |
| <input type="checkbox"/> d. Nutrition | <input type="checkbox"/> m. Income Assistance |
| <input type="checkbox"/> e. Counseling | <input type="checkbox"/> n. Screening |
| <input type="checkbox"/> f. Day Treatment | <input type="checkbox"/> o. Information/Referral |
| <input type="checkbox"/> g. Job Training | <input type="checkbox"/> p. Recreation/Social |
| <input type="checkbox"/> h. Employment | <input type="checkbox"/> q. Homemaker/Chore |
| <input type="checkbox"/> i. Rehabilitation Services | <input type="checkbox"/> r. Other _____ |

4. Under what legal authority does your organization operate?

- ☐ a. Local government department or unit
- ☐ b. Private nonprofit organization
- ☐ c. Transportation authority
- ☐ e. Other (Specify) _____

5. What is the geographic service area for the organization? If you have a map of the service area, please attach a copy to this survey.

- ☐ Countywide
- ☐ Specific Municipalities (Specify): _____
- ☐ Other (Specify): _____
- _____

6. Does your transportation program restrict service? (Check those that apply)

Clients only	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Trip Purpose	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
No. of Rides per Month	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Advanced Reservations	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Other (please specify _____)				

7. Why are these services limited (For example, funding, federal regulations, state regulations, etc. _____)

8. Is your organization involved in the direct operation of transportation services for clients or the general public? (Check only one.)

☐ Yes ☐ No

9. Does your organization purchase transportation on behalf of clients or the general public from other service providers?

☐ Yes ☐ No

If the answer to both Questions 7 and 8 is "No," skip to Question 23 and continue the survey.

II. MODES OF TRANSPORTATION SERVICES PROVIDED

Service Providers Only. In this section, explain the various types of transportation services that your organization directly provides on behalf of clients or for the general public. Exclude meal deliveries or other non-passenger transportation services that may be provided.

10. In what manner does your organization directly provide, purchase, operate, or arrange transportation for seniors or the general public (that may include seniors, disabled)? (Check all that apply.)

Mode of Transportation	Services for the General Public	Client Only Services
	(Check All That Apply)	
a) Personal vehicles of agency staff		
b) Agency staff using agency owned fleet vehicles		
c) Pre-purchased tickets, tokens, passes for other modes of paratransit/transit		
d) Reimbursement of mileage or auto expenses paid to clients, families, or friends		
e) Volunteers		
f) Information and referral about other community transportation resources		
g) Operate own transportation program using agency owned vehicles and staff		

h) Other (Describe in space provided on Page 4)		
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Please describe any other methods in which your organization delivers transportation services not previously checked in Question 9a through 9h.

III. TRANSPORTATION SERVICES

The following questions seek information about your organization's transportation services.

11. Indicate the following trip purposes your organization is authorized to provide to clients or members of the general public.

Trip Purpose	Organization is Authorized to Provide This Trip Purpose (Check All That Apply) Include percentage of trips.
a) Health/medical (e.g., single or periodic trips to doctor, clinic, drug store, treatment center)	
b) Health maintenance (e.g., dialysis or other recurring and frequent trips that require regular transport)	
c) Nutrition (e.g., trips to a congregate meal site)	
d) Income maintenance (e.g., trips to food stamp or social security office)	
e) Social (e.g., visit to friends/relatives)	
f) Recreation (e.g., trips to cultural, athletic events, etc.)	
g) Education/training (e.g., trips to schools, adult education centers, continuing education, etc.)	
h) Employment (e.g., trips to work, including job interviews, welfare-to-work trips, etc.)	
i) Shopping	
j) Social services (e.g., trips to meet with counselors, social workers, and other staff related to the receipt of social services (except nutrition)	
k) Residential (e.g., trips supporting activities of group residences and group home residents)	
l) Day Care	
m) Adult Day Care	
n) Mental Health (Day Treatment)	
o) Bank	

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p) Sheltered workshop	
q) TANF	
r) Other (specify)	
Total Percent (must equal 100)	

12. Please provide the following information regarding the vehicle fleet used in the provision of transportation services provided directly by your agency. The vehicle type(s) used include the following:

Vehicle Type	Number	Owned	Leased	Number Accessible
a) Sedans				
b) Station wagons				
c) Minivans				
d) Standard 15-passenger vans				
e) Converted 15-passenger vans (<i>e.g.</i> , raised roof, wheelchair lift)				
f) Light-duty bus (body-on-chassis type construction seating between 16-24 passengers)				
g) Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)				
h) Small school bus (yellow school bus seating between 9 and 24 students)				
i) Large school bus (yellow school bus seating between 25 and 60 students)				
j) Four Wheel Drive Vehicles				
k) 12 passenger plain vans				
l) Trolleys				
m) 30 Foot transit vehicle (27-32 passenger vehicle)				
n) 35 foot transit vehicle (34-37 passenger vehicle)				
o) Other (Describe):				

13. Are your vehicles equipped with two-way radio communications or do your drivers carry any type of communication device?

☐ Yes ☐ No

If “Yes,” what type of communications system is used? (*Check all that apply.*)

☐ Cellular phones

- ☐ Two-way mobile radios requiring FCC license
- ☐ Pagers
- ☐ Mobile data terminals
- ☐ Other (describe): _____

14. What are the daily hours and days of operation for your transportation services? Check days and list hours of operation in the space provided.

- ☐ Weekdays _____
- ☐ Saturday _____
- ☐ Sunday _____
- ☐ Holidays _____

15. Define the level of passenger assistance provided for users of your transportation service. (Check all that apply.)

- ☐ Curb-to-curb (*i.e.*, drivers will assist passengers in and out of vehicle only).
- ☐ Door-to-door (*i.e.*, drivers will assist passengers to the entrance of their origin or destination).
- ☐ Drivers are permitted to assist passengers with a limited number of packages.
- ☐ Drivers are permitted to assist passengers with an unlimited number of packages.
- ☐ Provide personal care attendants or escorts to those passengers who require such services.
- ☐ Passengers are permitted to travel with personal care attendants or escorts.

16. How do clients/customers access your transportation services?

- ☐ There are no advance reservation requirements.
- ☐ Clients/customers must make an advance reservation (*e.g.*, by telephone, facsimile internet, arrangement through a third party, etc).

17. If advance reservations are required, what notice must be provided?

- ☐ We use a real-time reservation policy.
- ☐ Customers/clients must call for a reservation the day before travel.
- ☐ Customers/clients must call for a reservation 24 hours before travel.
- ☐ Customers/clients must call for a reservation two days before travel.
- ☐ Other (Define): _____

IV. RIDERSHIP

The following questions have to do with client/patron caseload and/or client ridership.

18. Please provide your organization's annual passenger statistics. If possible, use data for the most recently completed 12-month period for which data is available. Complete questions (a) through (f).

Unduplicated Persons/Passenger Trips	Services for the General Public	Client Only Transportation Services
a) Total number of persons ¹ provided transportation		
b) Total number of passenger trips ² (most recent fiscal year)		
c) Estimated number of trips ² which the riders use a wheelchair		

In the above table, use the following definitions:

¹ A "person" is an unduplicated count of individuals receiving service (a person riding the vehicle 200 trips per year is counted as one person).

² A "trip" equals one person getting on a vehicle one time. Most riders make two or more trips a day since they get on once to go somewhere and then get on again to return.

Answer the following questions about figures provided in the table above:

- d) Are ridership figures exact? _____
- e) Are ridership figures estimates? _____
- f) Time period for counts or estimates: _____

V. ANNUAL EXPENDITURES AND REVENUES

The following questions concern your **transportation** funding sources and annual revenues and expenditures.

19. Does your organization charge a fare or fee for providing transportation services?

☐ Yes ☐ No

If yes, what is the fare structure? _____

20. Does your organization accept any donations from clients to offset the cost of providing transportation services?

☐ Yes ☐ No

If yes, what is the suggested donation amount? _____

21. What are the beginning and ending dates of your organization's fiscal year?

Beginning: _____ Ending: _____

22. What are your transportation expenses and revenues? Please complete the two (2) columns: Actual FY _____ (specify year) and Projected or Year-to-Date FY _____. This figure should include costs for Salaries and Fringe Benefits, Overhead (rent and other) Fuel, Lubricants and Tires, Maintenance, Insurance, Contract Service, Administrative and Reporting Costs, and Other transportation related expenses.

Transportation Operating Expenses and Revenues		
Category	Actual, FY 200__	Projected, FY 20__
Transportation Expenses – Total		
Transportation Revenues		
a. Fares Collected from Passengers Through Cash, or Tickets/Tokens Purchased by Passengers (Include Client Fees and/or General Public Fares Here)		
b. Revenues Collected From Cash or Ticket/Tokens Purchased by Third Parties on Behalf of Passengers		
c. Reimbursements for Services Obtained from Third Parties (<i>e.g.</i> , Medicaid Reimbursements)		
d. Local Government Appropriations		
e. Grants Directly Received by the Organization		
f. Other: Explain:		
Total Transportation Revenues		

VI. PURCHASED TRANSPORTATION SERVICES**22. If your agency purchases client transportation services from third parties, please complete the following table. If the third party or parties are private individuals, do not list individual names; sum all such entries in one line labeled as “private individuals.”**

Transportation Payments Made to Third Parties for the Purchase of Transportation Services			
Name of Third Party	Total Number of Trips Purchased	Basis of Payment (<i>e.g.</i>, Per Mile, Per Trip, etc.)	Total Amounts Paid Last Fiscal Year

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**23. By source, what percentage of your transportation budget comes from _____% Federal
_____ % State _____% Local (*must equal 100%*) funds?**

24. Please check all of the funding sources that provide money for your transportation program. (Need Others?)

Federal

- | | |
|---|---|
| <input type="checkbox"/> CSBG | <input type="checkbox"/> Title IIIB |
| <input type="checkbox"/> HHS | <input type="checkbox"/> Title IIIC |
| <input type="checkbox"/> FTA Section 5310-
formerly Sec 16 | <input type="checkbox"/> Title V |
| <input type="checkbox"/> FTA Section 5311-
formerly Sec 18 | <input type="checkbox"/> Non-Emergency
Medicaid_____ |
| <input type="checkbox"/> FTA Section 5307
formerly Sec 9 | <input type="checkbox"/> Title XX |
| <input type="checkbox"/> FTA Section 5316
JARC | <input type="checkbox"/> |
| <input type="checkbox"/> FTA Section 5317
New Freedom Initiative | Other_____ |

State

- | | |
|--|--|
| <input type="checkbox"/> Bureau of Public Health | <input type="checkbox"/> Division of Public Transit |
| <input type="checkbox"/> Bureau of Senior
Services | <input type="checkbox"/> Division of Rehab. Services |
| <input type="checkbox"/> Bureau of Human
Resources for
Children and Families
(<i>includes TRIP Tickets</i>) | <input type="checkbox"/> Lottery Funds |
| | <input type="checkbox"/> Other
_____ |

Local

- | | |
|--|---|
| <input type="checkbox"/> County Commission | <input type="checkbox"/> Grants from Charity
Organizations |
| <input type="checkbox"/> Donations | <input type="checkbox"/> Levy |
| <input type="checkbox"/> Fares | <input type="checkbox"/> Other_____ |

VII. LOCAL COORDINATION EFFORTS

25. Is a governing or advisory framework in place in your community that brings together providers, agencies, and consumers? Are there clear guidelines that all embrace?

☐ Yes ☐ No

26. If yes to Question 23, please describe this framework? Has your organization actively participated in the planning, development, and implementation of this framework?

27. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

28. Is there positive momentum? Is there growing or waning interest and commitment to coordinating human service transportation trips and maximizing resources?

29. Is there an on-going process for identifying duplication of transportation services, underused assets, and service gaps? If yes, describe this process.

30. In your opinion, are the specific transportation needs of various target populations (*e.g.*, low income, elderly, etc.) well documented?

31. Is there a plan to provide coordinated transportation? Does the plan have clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?

32. If “yes” to Question 29, is the plan for human services transportation coordination linked to and supported by other state and local plans?

33. What issues, if any, have your coordination efforts encountered with respect to billing and payment?

34. What do you see as the greatest barrier to coordination and mobility in your service area?

35. What elements of the existing transportation network provide the most useful mobility options for the public and clients of human service agencies in your service area?

36. In your assessment, what enhancements are most needed to improve the coordination of public and human service transportation in your service area?

37. If there are any other issues, concerns, or information relevant to this issue, please feel free to address them in the spaces below.

38. Are your agency's transportation services coordinated with other transportation providers in your area?

☐ Yes If yes, to what extent? (Check all that apply) ☐ No

☐ Central Dispatching

☐ Refer Clients

☐ Provide Disabled Services

☐ Joint Driver Training

☐ Emergency Back-up (Shared Vehicles)

☐ Provide Transportation Service for
Other Agency

☐ Other (Please Specify)

39. Who do you coordinate with? (Please list specific agencies and refer to the previous question)

40. Based on your experience, what are the barriers to coordination?

(Check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Federal Regulations | <input type="checkbox"/> Incompatible Clients |
| <input type="checkbox"/> State Regulations | <input type="checkbox"/> Satisfied with present transportation program; do not see need to coordinate |
| <input type="checkbox"/> Liability Issues | <input type="checkbox"/> Reluctance of area transportation providers to coordinate |
| <input type="checkbox"/> Turf Battles | <input type="checkbox"/> Funding |
| <input type="checkbox"/> Not enough equipment | <input type="checkbox"/> Other (Please Specify) |
-

41. Given the greater emphasis on coordinated services by such federal grantors as the Federal Transit Administration and the Administration on Aging, what would make a coordinated transportation program more attractive to your agency?

Thank you for your cooperation. Please submit your completed survey to the address listed on page 1 of this questionnaire.

Note: Survey due July 31, 2007.

LETTER OF EXPLANATION

Dear Transportation Provider:

In August of 2005, Congress passed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and the New Freedom Initiative (5317) must meet certain requirements in order to receive funding for Fiscal Year 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a “locally developed coordinated public transit-human services transportation plan.” This plan is required to be developed through a process that includes participation from representatives of public, private, and non-profit transportation services and human services providers.

The Columbus Area Metropolitan Planning Organization (CAMPO) is conducting a survey of all Section 5310, 5316, and 5317 participants throughout Bartholomew County to initiate the development of a coordinated transportation plan. Each recipient of this survey request has been identified as either currently participating in the transportation of individuals in and around Bartholomew County or as having a client/customer base requiring transportation in and around Bartholomew County.

CAMPO has enlisted RLS & Associates, Inc. to assist in the development of a local coordinated public transit-human services transportation plan for Bartholomew County. Once the surveys are complete and data analyzed, RLS & Associates will be conducting public participation meetings to review the information collected and share potential transportation strategies.

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Thank you for your cooperation.

Sincerely,

Kent Anderson
Director
Columbus Area Metropolitan Planning Organization

MEETING FLYER, JULY

Columbus Coordinated Human Services Transportation Plan Meeting



Please Plan to Attend...

A meeting will be held to continue the process of developing a public transit-human services coordination plan. The meeting will be hosted by the Columbus Area Metropolitan Planning Organization

Date: July 27, 2007

Time: 10:00 am

Columbus City Hall
Brand Room
123 Washington Street
Columbus, IN 47201

For information about the meeting, or transportation assistance to the meeting, please contact Kent Anderson at (312) 376-2502 or by e-mail

kanderson@campo.in.gov

THIRD INVITATION LETTER

Dear Transportation Provider:

In April 2007, the Columbus Area Metropolitan Planning Organization (CAMPO) held a meeting with local area public transit providers and human services agencies to discuss the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); the federal surface transportation spending act. As part of the reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and the New Freedom Initiative (5317) must meet certain requirements in order to receive funding for Fiscal Year 2007 (beginning 10/1/06) and beyond.

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During the April 2007 meeting, CAMPO announced that it would be spearheading the locally developed coordination plan for Bartholomew County. As part of the development of this plan, a survey of all Section 5310, 5316, and 5317 participants throughout Bartholomew County is being conducted. Each recipient of this survey request has been identified as either currently participating in the transportation of individuals in and around Bartholomew County or as having a client/customer base requiring transportation in and around Bartholomew County.

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In order to remain eligible for future FTA funding, you must participate in this planning process. Future applications from agencies that have not participated in this planning effort will not be considered for funding. Thus, it is imperative that your agency complete the survey and have representation at future planning meetings.

Please go to www.sndayton.com/INDOT_coordination_survey or complete and return the included survey no later than July 31, 2007. If you have any questions about completing the survey, please contact John Edmondson or Todd Lenz with RLS & Associates at (937) 299-5007 or jedmondson@rlsandassoc.com.

Thank you for your cooperation.

Sincerely,

Kent Anderson
Director
Columbus Area Metropolitan Planning Organization

***NEWSPAPER ANNOUNCEMENT,
JULY***

Notice of Public Meeting

A regional meeting for Columbus Area Metropolitan Planning Organization will be held on July 27, 2007 from 10:00 a.m. to 12:00 p.m. at Columbus City Hall, 123 Washington Street, Brand Room, on the development of a coordinated public transit-human services transportation plan. The meeting will include a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the New Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a “locally developed coordinated public transit-human services transportation plan.” This plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers and the general public.

Agencies planning on applying for funding under the Section 5310, 5316 or 5317 programs anytime within the next four years, **must participate in plan development and meetings.**

Other interested parties who are unable to attend the meeting, but would like to submit comments, may send their comments in advance to: Columbus Area Metropolitan Planning Organization, Attn: Kent Anderson, 123 Washington Street, Columbus, IN 47201 no later than July 25, 2007.

Persons with disabilities who would like to attend the meeting and require accommodations should contact Kent Anderson at (812) 376-2502 or kanderson@campo.in.gov no later than July 25, 2007. *Columbus City Hall is an accessible location.*

***ELECTRONIC MAIL LETTER,
JULY***

Dear Transportation Provider:

In April 2007, the Columbus Area Metropolitan Planning Organization (CAMPO) held a meeting with local area public transit providers and human services agencies to discuss the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); the federal surface transportation spending act. As part of the reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and the New Freedom Initiative (5317) must meet certain requirements in order to receive funding for Fiscal Year 2007 (beginning 10/1/06) and beyond.

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Thank you for your cooperation.

Sincerely,

Kent Anderson
Director
Columbus Area Metropolitan Planning Organization

***ELECTRONIC MAIL LETTER,
SEPTEMBER***

Dear Transportation Provider:

In April 2007, the Columbus Area Metropolitan Planning Organization (CAMPO) held a meeting with local area public transit providers and human services agencies to discuss the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); the federal surface transportation spending act. As part of the reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and the New Freedom Initiative (5317) must meet certain requirements in order to receive funding for Fiscal Year 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a “locally developed coordinated public transit-human services transportation plan.” This plan is required to be developed through a process that includes participation from representatives of public, private, and non-profit transportation services and human services providers.

During the April 2007 meeting, CAMPO announced that it would be spearheading the locally developed coordination plan for Bartholomew County. As part of the development of this plan, a survey of all Section 5310, 5316, and 5317 participants throughout Bartholomew County is being conducted. Each recipient of this survey request has been identified as either currently participating in the transportation of individuals in and around Bartholomew County or as having a client/customer base requiring transportation in and around Bartholomew County.

CAMPO has enlisted RLS & Associates, Inc. to assist in the development of a local coordinated public transit-human services transportation plan for Bartholomew County. Throughout the planning process, RLS & Associates will be conducting public participation meetings to review the information collected and share potential transportation strategies. The next meeting is scheduled for September 21, 2007 at 10:00 am in Conference Room 3 of Columbus City Hall.

In order to remain eligible for future FTA funding, you must participate in this planning process. Future applications from agencies that have not participated in this planning effort will not be considered for funding. Thus, it is imperative that your agency complete the survey and have representation at future planning meetings.

Please go to www.sndayton.com/INDOT_coordination_survey or complete and return the included survey no later than October 1, 2007. If you have any questions about completing the survey, please contact John Edmondson or Todd Lenz with RLS & Associates at (937) 299-5007 or jedmondson@rlsandassoc.com.

Thank you for your cooperation.

Sincerely,

John Edmondson
Associate
RLS & Associates, Inc.

MEETING FLYER, NOVEMBER

Columbus Coordinated Human Services Transportation Plan Meeting



Please Plan to Attend...

A meeting will be held to continue the process of developing a public transit-human services coordination plan. The meeting will be hosted by the Columbus Area Metropolitan Planning Organization

Date: December 4, 2007

Time: 10:00 am

Columbus City Hall
Conference Room 3
123 Washington Street
Columbus, IN 47201

For information about the meeting, or transportation assistance to the meeting, please contact Kent Anderson at (312) 376-2502 or e-mail John Edmondson at jedmondson@rlsandassoc.com

***NEWSPAPER ANNOUNCEMENT,
NOVEMBER***

Notice of Public Meeting

A regional meeting for Columbus Area Metropolitan Planning Organization will be held on December 4, 2007 from 10:00 a.m. to 12:00 p.m. at Columbus City Hall, 123 Washington Street, Conference Room 3, on the development of a coordinated public transit-human services transportation plan. The meeting will include a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the New Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers and the general public.

Agencies planning on applying for funding under the Section 5310, 5316 or 5317 programs anytime within the next four years, **must participate in plan development and meetings.**

Other interested parties who are unable to attend the meeting, but would like to submit comments, may send their comments in advance to: Columbus Area Metropolitan Planning Organization, Attn: Kent Anderson, 123 Washington Street, Columbus, IN 47201 no later than December 1, 2007.

Persons with disabilities who would like to attend the meeting and require accommodations should contact Kent Anderson at (812) 376-2502 or John Edmondson at jedmondson@rlsandassoc.com no later than December 1, 2007. *Columbus City Hall is an accessible location.*

APPENDIX B:

OPERATIONAL DOCUMENTS

***DAILY VEHICLE UTILIZATION
CHART***

Vehicle Utilization Chart for Bartholomew County

[illegible]

DAILY DRIVER MANIFEST

XYZ Transit							*Rider Class Codes		**Special Needs Codes			
Daily Driver Manifest							CH Child 0-9	AD Adult	WC Wheelchair/Walker/Aid	SA Service Animal		
_____/_____/_____							ST Student	SR Senior 60+	PO Potable Oxygen	VI Visual Impairment		
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>
Passenger Name		Scheduled		Arrived		Departed		Total Riders		Special Needs**		Canc. <input type="checkbox"/>
Pick-up Address		Drop-off Address				Drop-off Time		Rider Class*		Fare Collected		No-Show <input type="checkbox"/>

TRIP DENIAL TRACKING FORM

XYZ Transit

Trip Denial Tracking Form

Month _____ Year _____

Date	Passenger Name	Date of Request	Time of Request	Rider Classification	Total Riders	Accessible Veh.	Reason for Denial
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	
				<input type="checkbox"/> Child 0-9 <input type="checkbox"/> Adult <input type="checkbox"/> Student <input type="checkbox"/> Senior 60+		<input type="checkbox"/>	

A trip denial is any request for service which cannot be accommodated either sixty (60) minutes before or sixty (60) minutes after the requested time.

APPENDIX C:
VEHICLE UTILIZATION FOR
BARTHOLOMEW COUNTY

Appendix E

Vehicle Utilization Chart for Bartholomew County

[illegible]

APPENDIX D:
BUDGET WORKSHEETS

Object	Title	Vehicle Operating Expense 010	Vehicle Maintenance Expense 041	Non-Vehicle Maintenance Expense 042	General Administrative Expense 160	Capital Expense	Total Expense
501 LABOR							
501.01	Operator's Salaries & Wages	\$ 590,925.00	\$ -	\$ -			\$ 590,925.00
501.02	Other (Operating) Salaries & Wages	\$ -	\$ -	\$ -			\$ -
501.04	Other (Administrative) Salaries & Wages	\$ -	\$ -	\$ -	\$ 70,692.00		\$ 70,692.00
502 FRINGE BENEFITS							
502.01	FICA	\$ -	\$ -	\$ -	\$ -		\$ -
502.02	Pensions & Long Term Disability	\$ -	\$ -	\$ -	\$ -		\$ -
502.03	Health Insurance	\$ 188,927.69	\$ -	\$ -	\$ 22,601.31		\$ 211,529.00
502.04	Dental Plans	\$ -	\$ -	\$ -	\$ -		\$ -
502.05	Life Insurance	\$ -	\$ -	\$ -	\$ -		\$ -
502.06	Short Term Disability	\$ -	\$ -	\$ -	\$ -		\$ -
502.07	Unemployment Insurance	\$ -	\$ -	\$ -	\$ -		\$ -
502.08	Worker's Compensation	\$ -	\$ -	\$ -	\$ -		\$ -
502.09	Sick Leave	\$ -	\$ -	\$ -	\$ -		\$ -
502.10	Holiday	\$ -	\$ -	\$ -	\$ -		\$ -
502.11	Vacation	\$ -	\$ -	\$ -	\$ -		\$ -
502.12	Other Paid Absences	\$ -	\$ -	\$ -	\$ -		\$ -
502.13	Uniform and Work Clothing Allowance	\$ -	\$ -	\$ -	\$ -		\$ -
502.99	Other Fringe Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
503 SERVICES							
503.01	Management Services	\$ -	\$ -	\$ -	\$ -		\$ -
503.02	Advertising Services	\$ -	\$ -	\$ -	\$ -		\$ -
503.03	Professional & Technical Service	\$ -	\$ -	\$ -	\$ -		\$ -
503.04	Temporary Help	\$ -	\$ -	\$ -	\$ -		\$ -
503.05	Contract Maintenance Service	\$ -	\$ -	\$ -	\$ -		\$ -
503.06	Custodial Services	\$ -	\$ -	\$ -	\$ -		\$ -
503.07	Security Services	\$ -	\$ -	\$ -	\$ -		\$ -
503.99	Other Services	\$ -	\$ -	\$ -	\$ -		\$ -
504 MATERIALS AND SUPPLIES							
504.01	Fuel and Lubricant	\$ 105,500.00	\$ -	\$ -			\$ 105,500.00
504.02	Tires & Tubes	\$ 18,000.00	\$ -	\$ -			\$ 18,000.00
504.99	Other Materials & Supplies	\$ 54,125.05	\$ -	\$ -	\$ 6,474.95		\$ 60,600.00
505 UTILITIES							
505.01	Propulsion Power	\$ -	\$ -	\$ -	\$ -		\$ -
505.02	Utilities Other Than Propulsion	\$ -	\$ -	\$ -	\$ 23,519.00		\$ 23,519.00
506 CASUALTY & LIABILITY							
506.01	Premiums for Physical Damage Insurance	\$ -	\$ -	\$ -	\$ -		\$ -
506.02	Recoveries of Physical Damage Losses	\$ -	\$ -	\$ -	\$ -		\$ -
506.03	Premiums for Public Liability and Property Damage Insurance	\$ -	\$ -	\$ -	\$ -		\$ -
506.04	Payouts for Uninsured Public Liability and Property Damage Settlement	\$ -	\$ -	\$ -	\$ -		\$ -
506.05	Provision for Uninsured Public Liability and Property Damage Settlement	\$ -	\$ -	\$ -	\$ -		\$ -
506.06	Payouts for Insured Public Liability and Property Damage Settlement	\$ -	\$ -	\$ -	\$ -		\$ -
506.07	Recoveries of Public Liability and Property Damage Settlement	\$ -	\$ -	\$ -	\$ -		\$ -
506.08	Premiums for Other Corporate Insurance	\$ -	\$ -	\$ -	\$ -		\$ -
506.09	Other Corporate Losses	\$ -	\$ -	\$ -	\$ -		\$ -
506.10	Recoveries of Other Corporate Losses	\$ -	\$ -	\$ -	\$ -		\$ -
507 TAXES							
507.01	Federal Income Tax	\$ -	\$ -	\$ -	\$ -		\$ -
507.02	State Income Tax	\$ -	\$ -	\$ -	\$ -		\$ -
507.03	Property Tax	\$ -	\$ -	\$ -	\$ -		\$ -
507.04	Vehicle Licensing & Registration Fee	\$ -	\$ -	\$ -	\$ -		\$ -
507.05	Fuel & Lubricant Taxes	\$ -	\$ -	\$ -	\$ -		\$ -
507.06	Electric Power Taxes	\$ -	\$ -	\$ -	\$ -		\$ -
504.99	Other Taxes	\$ -	\$ -	\$ -	\$ -		\$ -
508 PURCHASED TRANSPORTATION SERVICES							
508.01	In Report	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
508.02	Filing Separate Report	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
509 MISCELLANEOUS EXPENSES							
509.01	Dues & Subscriptions	\$ -	\$ -	\$ -	\$ -		\$ -
509.02	Travel & Meetings	\$ -	\$ -	\$ -	\$ -		\$ -
509.03	Bridge, Tunnel and Highway Toll	\$ -	\$ -	\$ -	\$ -		\$ -
509.08	Advertising/Promotional Media	\$ -	\$ -	\$ -	\$ -		\$ -
509.99	Other Miscellaneous Expenses	\$ -	\$ -	\$ -	\$ 49,850.00		\$ 49,850.00
510 EXPENSE TRANSFERS							
510.01	Function Reclassification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
510.02	Expense Reclassification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
510.03	Capitalization of Non-Operating Cost					\$ -	\$ -
511 INTEREST EXPENSES							
511.01	Interest on Long-Term Debt Obligation	\$ -	\$ -	\$ -	\$ -		\$ -
511.02	Interest on Short-Term Debt Obligation	\$ -	\$ -	\$ -	\$ -		\$ -
512 LEASES AND RENTALS							
512.01	Transit Way and Transit Way Structures and Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.02	Passenger Stations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.03	Passenger Parking Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.04	Passenger Revenue Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.05	Service Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.06	Operating Yards or Stations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.07	Engine Houses, Car Shops and Garages	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.08	Power Generation and Distribution Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.09	Revenue Vehicle Movement Control Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.10	Data Processing Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.11	Revenue Collection and Processing Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
512.12	Other General Administration Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
513 DEPRECIATION							
513.01	Transit Way and Transit Way Structures and Equipment					\$ -	\$ -
513.02	Passenger Stations					\$ -	\$ -
513.03	Passenger Parking Facilities					\$ -	\$ -
513.04	Passenger Revenue Vehicles					\$ -	\$ -
513.05	Service Vehicles					\$ -	\$ -
513.06	Operating Yards or Stations					\$ -	\$ -
513.07	Engine Houses, Car Shops and Garages					\$ -	\$ -
513.08	Power Generation and Distribution Facilities					\$ -	\$ -
513.09	Revenue Vehicle Movement Control Facilities					\$ -	\$ -
513.10	Data Processing Facilities					\$ -	\$ -
513.11	Revenue Collection and Processing Facilities					\$ -	\$ -
513.12	Other General Administration Facilities					\$ -	\$ -
513.13	Depreciation and Amortization - Amortization of Intangible					\$ -	\$ -
514 PURCHASE LEASE PAYMENTS		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
515 RELATED PARTIES LEASE AGREEMENT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
516 OTHER RECONCILING ITEMS		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
518 INDIRECT EXPENSES		\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL EXPENSES		\$ 957,477.75	\$ -	\$ -	\$ 173,137.25	\$ -	\$ 1,130,615.00

APPENDIX E:
FEDERAL FUNDING
PROGRAMS

Appendix II: Inventory of Federal Programs Providing Transportation Services to the Transportation-Disadvantaged

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials ^a	Fiscal year 2001 federal spending on transportation ^b
Department of Agriculture, Food and Nutrition Service						
Food Stamp Employment and Training Program	Food Stamp Act of 1977, as amended	7 U.S.C. § 2015(d)(4)(I)(i)	Reimbursement or advanced payment for gasoline expenses or bus fare	To access education, training, employment services, and employment placements	Low-income persons between the ages of 16 and 59	\$12,952,956 ^c
Department of Education, Office of Elementary and Secondary Education						
21st-Century Community Learning Centers	No Child Left Behind Act of 2001	20 U.S.C. § 7173(a)(10)	Contract for service	To access educational services	Students from low-income families	\$84,600,000 (estimate) ^d
Department of Education, Office of Innovation and Improvement						
Voluntary Public School Choice	No Child Left Behind Act of 2001	20 U.S.C. § 7225a(a)	Contract for services, purchase and operate vehicles, hire bus drivers and transportation directors, purchase bus passes, redesign transportation plans including new routing systems, offer professional development for bus drivers	To access educational services and programs	Students from under-performing schools who choose to transfer to higher performing schools	New program, no actual data or estimate available from the federal agency
Department of Education, Office of Special Education and Rehabilitative Services						
Assistance for Education of All Children with Disabilities	Individuals with Disabilities Education Act	20 U.S.C. §§ 1401(a)(22), 1411(a)(1)	Purchase and operate vehicles, contract for service	To access educational services	Children with disabilities	No actual data or estimate available from the federal agency
Centers for Independent Living	Workforce Investment Act of 1998	29 U.S.C. §§ 796f-4(b)(3) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services	Persons with a significant disability	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Independent Living Services for Older Individuals Who Are Blind	Workforce Investment Act of 1998	29 U.S.C. § 796k(e)(5)	Referral, assistance, and training in the use of public transportation	To access program services, for general trips	Persons aged 55 or older who have significant visual impairment	No actual data or estimate available from the federal agency
Independent Living State Grants	Workforce Investment Act of 1998	29 U.S.C. §§ 796e-2(1) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services, employment opportunities	Persons with a significant disability	No actual data or estimate available from the federal agency
Supported Employment Services for Individuals with Most Significant Disabilities	Workforce Investment Act of 1998	29 U.S.C. §§ 795g and 705(36)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with most significant disabilities	No actual data or estimate available from the federal agency ^c
Vocational Rehabilitation Grants	Rehabilitation Act of 1973, as amended	29 U.S.C. § 723(a)(8)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with physical or mental impairments	\$50,700,000 (estimate) ^c
Department of Health and Human Services, Administration for Children and Families						
Child Care and Development Fund	Child Care and Development Block Grant Act of 1990, as amended	42 U.S.C. § 9858c	States rarely use CCDF funds for transportation and only under very restricted circumstances	To access child care services	Children from low-income families	\$0 (estimate) ^f
Community Services Block Grant Programs	Community Opportunities, Accountability, Training, and Educational Services Act of 1998	42 U.S.C. § 9904	Taxi vouchers, bus tokens	General trips	Low-income persons	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Developmental Disabilities Projects of National Significance	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §§ 15002, 15081(2)(D)	Transportation information, feasibility studies, planning	General trips	Persons with developmental disabilities	No actual data or estimate available from the federal agency ^g
Head Start	Augustus F. Hawkins Human Services Reauthorization Act of 1990	42 USCA § 9835(a)(3)(C)(ii)	Purchase and operate vehicles, contract with transportation providers, coordinate with local education agencies	To access educational services	Children from low-income families	\$514,500,000 (estimate) ^h
Refugee and Entrant Assistance Discretionary Grants	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Refugee and Entrant Assistance State Administered Programs	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Refugee and Entrant Assistance Targeted Assistance	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Refugee and Entrant Assistance Voluntary Agency Programs	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Social Services Block Grants	Social Security Act, as amended	42 U.S.C. § 1397a(a)(2)(A)	Any transportation-related use	To access medical or social services	States determine what categories of families and children	\$18,459,393

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
State Councils on Developmental Disabilities and Protection and Advocacy Systems	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §§ 15002, 15025	State Councils provide small grants and contracts to local organizations to establish transportation projects or collaborate in improving transportation for people with disabilities; Protection and Advocacy Systems ensure that people with disabilities have access to public transportation as required by law	All or general trips	Persons with developmental disabilities and family members	\$786,605 (partial outlay) ⁱ
Temporary Assistance for Needy Families	Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended	42 U.S.C. §§ 604(a), (k)	Any use that is reasonably calculated to accomplish a purpose of the TANF program and the allowable matching portion of JARC grants	General trips	No assistance is provided to families without a minor child, but states determine specific eligibility	\$160,462,214 (partial outlay) ^j
Department of Health and Human Services, Administration on Aging						
Grants for Supportive Services and Senior Centers	Older Americans Act of 1965, as amended	42 U.S.C. § 3030d (a)(2)	Contract for services	To access program services, medical, and for general trips	Program is targeted to persons aged 60 or over	\$72,496,003
Program for American Indian, Alaskan Native, and Native Hawaiian Elders	Older Americans Act of 1965, as amended	42 U.S.C. §§ 3057, 3030d(a)(2)	Purchase and operate vehicles	To access program services, medical, and for general trips	Program is for American Indian, Alaskan Native, and Native Hawaiian elders	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Department of Health and Human Services, Centers for Medicare & Medicaid Services						
Medicaid	Social Security Act, as amended	42 U.S.C. §§ 1396a, 1396n(e)(1)(A)	Bus tokens, subway passes, brokerage services	To access health care services	Recipients are generally low-income persons, but states determine specific eligibility	\$976,200,000 (estimate) ^k
State Children's Health Insurance Program	Medicare, Medicaid, and SCHIP Benefits Improvement and Protection Act of 2000	42 U.S.C. §§ 1397jj(a)(26), (27)	Any transportation-related use	To access health care services	Beneficiaries are primarily children from low-income families, but states determine eligibility	\$4,398,089
Department of Health and Human Services, Health Resources and Services Administration						
Community Health Centers	Public Health Service Act, as amended	42 U.S.C. § 254b(b)(1)(A)(iv)	Bus tokens, vouchers, transportation coordinators, and drivers	To access health care services	Medically underserved populations	\$4,200,000 (estimate) ^l
Healthy Communities Access Program	Public Health Service Act, as amended	42 U.S.C. § 256(e)(1)(B)(iii)	Improve coordination of transportation	To access health care services	Uninsured or underinsured populations	No actual data or estimate available from the federal agency
Healthy Start Initiative	Public Health Service Act, as amended	42 U.S.C. § 254c-8(e)(1)	Bus tokens, taxi vouchers, reimbursement for use of own vehicle	To access health care services	Residents of areas with significant perinatal health disparities	No actual data or estimate available from the federal agency
HIV Care Formula Grants	Ryan White Comprehensive AIDS Resources Emergency Act of 1990	42 U.S.C. §§ 300ff-21(a), 23(a)(2)(B)	Bus passes, tokens, taxis, vanpools, vehicle purchase by providers, mileage reimbursement	To access health care services	Persons with HIV or AIDS	\$19,500,000 (estimate) ^m
Maternal and Child Services Grants	Social Security Act, as amended	42 U.S.C. § 701(a)(1)(A)	Any transportation-related use	To access health care services	Mothers, infants and children, particularly from low-income families	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Rural Health Care, Rural Health Network, and Small Health Care Provider Programs	Health Centers Consolidation Act of 1996	42 U.S.C. § 254c	Purchase vehicles, bus passes	To access health care services	Medically underserved populations in rural areas	No actual data or estimate available from the federal agency
Department of Health and Human Services, Substance Abuse and Mental Health Services Administration						
Community Mental Health Services Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-1(b)(1)	Any transportation-related use	To access program services	Adults with mental illness and children with emotional disturbance	No actual data or estimate available from the federal agency
Substance Abuse Prevention and Treatment Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-32(b)	Any transportation-related use	To access program services	Persons with a substance related disorder and/or recovering from substance related disorder	No actual data or estimate available from the federal agency
Department of Housing and Urban Development, Office of Community Planning and Development						
Community Development Block Grant	Housing and Community Development Act of 1974	42 U.S.C. § 5305(a)(8)	Purchase and operate vehicles	General trips	Program must serve a majority of low-income persons	\$6,761,486 (partial outlay) ⁿ
Housing Opportunities for Persons with AIDS	AIDS Housing Opportunity Act	42 U.S.C. § 12907(a)(3)	Contract for services	To access health care and other services	Low-income persons with HIV or AIDS and their families	\$190,252 (partial outlay) ^o
Supportive Housing Program	McKinney-Vento Homeless Assistance Act of 1987, as amended	42 U.S.C. § 11385	Bus tokens, taxi vouchers, purchase and operate vehicles	To access supportive services	Homeless persons and families with children	\$14,000,000 (estimate) ^p
Department of Housing and Urban Development, Office of Public and Indian Housing						
Revitalization of Severely Distressed Public Housing	Housing and Community Development Act of 1992, as amended	42 U.S.C. § 1437v(l)(3)	Bus tokens, taxi vouchers, contract for services	Trips related to employment or obtaining necessary supportive services	Residents of the severely distressed housing and residents of the revitalized units	\$700,000 (estimate) ^q

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Department of the Interior, Bureau of Indian Affairs						
Indian Employment Assistance	Adult Indian Vocational Training Act, as amended	25 U.S.C. § 309	Gas vouchers	To access training	Native American persons between the ages of 18 and 35	No actual data or estimate available from the federal agency
Indian Employment, Training and Related Services ^c	Indian Employment, Training and Related Services Demonstration Act of 1992	25 U.S.C. § 3401	Gas vouchers	Employment-related	Low-income Native American persons	No actual data or estimate available from the federal agency
Department of Labor, Employment and Training Administration						
Job Corps	Workforce Investment Act of 1998	29 U.S.C. §§ 2888(a)(1), 2890	Bus tickets	To access Job Corps sites and employment services	Low-income youth	\$21,612,000
Migrant and Seasonal Farmworker ^d	Workforce Investment Act of 1998	29 U.S.C. §§ 2801(46), 2912(d)	Mileage reimbursement	To access employment placements or intensive and training services	Low-income persons and their dependents who are primarily employed in agricultural labor that is seasonal or migratory	No actual data or estimate available from the federal agency
Native American Employment and Training	Workforce Investment Act of 1998	29 U.S.C. § 2911(d)(2)	Bus tokens, transit passes, use of tribal vehicles and grantee staff vehicles, mileage reimbursement for participants operating "car pool" services	To access employment placements, employment services	Unemployed American Indians and other persons of Native American descent	No actual data or estimate available from the federal agency
Senior Community Service Employment Program	Older Americans Act of 1965	42 U.S.C. § 3056(c)(6)(A)(iv)	Mileage reimbursement, reimbursement for travel costs, and payment for cost of transportation	To access employment placements	Low-income persons aged 55 or over	\$4,400,000 (estimate) ^e

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Trade Adjustment Assistance - Workers	Trade Act of 1974, as amended	19 U.S.C. § 2296(b)	Mileage reimbursement, transit fares	To access training	Persons found to be impacted by foreign trade, increased imports, or shift in production	No actual data or estimate available from the federal agency
Welfare-to-Work Grants to Federally Recognized Tribes and Alaska Natives ^c	Personal Responsibility and Work Opportunity Reconciliation Act of 1996	42 U.S.C. § 612(a)(3)(C)	Any transportation-related use, though purchasing vehicles for individuals is not allowable	To access employment placements, employment services	American Indians and other persons of Native American descent who are long-term welfare recipients or are low-income	No actual data or estimate available from the federal agency
Welfare-to-Work Grants to States and Localities ^c	Personal Responsibility and Work Opportunity Reconciliation Act of 1996	42 U.S.C. § 603(a)(5)(C)	Any transportation-related use, though purchasing vehicles for individuals is not allowable	To access employment placements, employment services	Long-term welfare recipients or low-income individuals	No actual data or estimate available from the federal agency
Work Incentive Grants	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(d)(2)	Encourage collaboration with transportation providers	To access one-stop services	Persons with disabilities who are eligible for employment and training services	No actual data or estimate available from the federal agency
Workforce Investment Act Adult Services Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(e)(2)	Mileage reimbursement, bus tokens, vouchers	To access training	Priority must be given to people on assistance and low-income individuals	No actual data or estimate available from the federal agency
Workforce Investment Act Dislocated Worker Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(e)(2)	Transportation allowance or reimbursement, bus/subway tokens	To access transition assistance in order to find or qualify for new employment	Includes workers who have been laid off, or have received an individual notice of termination, or notice that a facility will close	No actual data or estimate available from the federal agency

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Workforce Investment Act Youth Activities	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2854(a)(4)	Public transportation	To access training and other support services	Youth with low individual or family income	No actual data or estimate available from the federal agency
Youth Opportunity Grants	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2914(b)	Bus tokens	To access program services	Youth from high poverty areas, empowerment zones, or enterprise communities	\$415,000 (estimate) ^u
Department of Labor, Employment Standards Administration						
Black Lung Benefits Program	Black Lung Benefits Reform Act of 1977	30 U.S.C. § 923	Mileage reimbursement, transit fares, taxi vouchers	To access health services	Disabled coal miners	No actual data or estimate available from the federal agency ^v
Department of Labor, Veterans Employment and Training Service						
Homeless Veterans' Reintegration Project	Homeless Veterans Comprehensive Assistance Act of 2001	38 USCA §§ 2011, 2021	Bus tokens	To access employment services	Homeless veterans	No actual data or estimate available from the federal agency
Veterans' Employment Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2913	Bus tokens, minor repairs to vehicles	To access employment services	Veterans	No actual data or estimate available from the federal agency
Department of Transportation, Federal Transit Administration						
Capital and Training Assistance Program for Over-the-Road Bus Accessibility	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	To make vehicles wheelchair accessible and training required by ADA	General trips	Persons with disabilities	\$2,877,818
Capital Assistance Program for Elderly Persons and Persons with Disabilities	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	Assistance in purchasing vehicles, contract for services	To serve the needs of the elderly and persons with disabilities	Elderly persons and persons with disabilities	\$174,982,628

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Capital Investment Grants	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309	Assistance for bus and bus-related capital projects	General trips	General public, although some projects are for the special needs of elderly persons and persons with disabilities	\$17,500,000 (estimate) ^w
Job Access and Reverse Commute	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309 note	Expand existing public transportation or initiate new service	To access employment and related services	Low income persons, including persons with disabilities	\$85,009,627
Nonurbanized Area Formula Program	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5311	Capital and operating assistance for public transportation service, including paratransit services, in nonurbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities	\$0 (partial obligation) ^x
Urbanized Area Formula Program	Title 49 Recodification, P.L. 103-272, as amended	49 U.S.C. § 5307	Capital assistance, and some operating assistance for public transit, including paratransit services, in urbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities	\$36,949,680 (partial obligation) ^y
Department of Veterans Affairs, Veterans Benefits Administration						
Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces	Disabled Veterans and Servicemen's Automobile Assistance Act of 1970	38 U.S.C. § 3902	Purchase of personal vehicles, modifications of vehicles	General trips	Veterans and service members with disabilities	\$33,639,000
Department of Veterans Affairs, Veterans Health Administration						
VA Homeless Providers Grant and Per Diem Program	Homeless Veterans Comprehensive Service Programs Act of 1992	38 U.S.C. § 7721 note	20 vans were purchased under this program	General trips	Homeless veterans	\$565,797

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Veterans Medical Care Benefits	Veterans' Benefits Improvements Act of 1994	38 U.S.C. § 111	Mileage reimbursement, contract for service	To access health care services	Veterans with disabilities or low incomes	\$126,594,591
Total (reported or estimated spending on transportation services for the transportation-disadvantaged)						\$2,445,453,139

Sources: GAO analysis of information from the Departments of Agriculture, Education, Health and Human Services, Housing and Urban Development, the Interior, Labor, Transportation, and Veterans Affairs; the Coordinating Council on Access and Mobility; the Catalog of Federal Domestic Assistance; the U.S. Code; the Code of Federal Regulations; and the Community Transportation Association of America.

^aA supplemental source for the target populations was the Catalog of Federal Domestic Assistance.

^bActual outlays or obligations on transportation are given for programs that track this information. All data are outlays, except for the following programs, which are obligations: Capital Investment Grants, Urbanized Area Formula Program, Nonurbanized Area Formula Program, Job Access and Reverse Commute, Capital and Training Assistance for Over-the-Road Bus Accessibility, Capital Assistance Program for Elderly Persons and Persons with Disabilities, Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces, and Veterans Medical Care Benefits. Actual data and estimates are the total for the program, unless otherwise noted as partial outlays or obligations in the table. When actual information was not available, estimates are given based on information provided by program officials or the officials agreed with an estimate made by another source.

^cAccording to a program official, outlays for the Food Stamp Employment and Training Program have increased due to changes in the program from the 2002 Farm Bill. The 2002 Farm Bill eliminates the \$25 per month cap that the Department of Agriculture will reimburse the states for transportation and other work costs incurred by participants. In fiscal year 2002, federal outlays for transportation were \$18,523,535.

^dA program official said that 10 percent of total program outlays would be a conservative estimate of transportation outlays.

^eGrantees report total expenditures and unliquidated obligations made by the state Vocational Rehabilitation (VR) Agency for transportation services provided to individuals served under the State VR Services Program for a fiscal year. Total obligations include both federal and nonfederal funds under the State VR Services Program, the supplemental federal funds awarded to the State VR Agency for the cost of supported employment services under the Supported Employment Program, and funds from other rehabilitation sources. The Department of Education does not collect data on the specific sources of funds used for transportation obligations under the program. However, based on information available from total annual obligations on a national aggregate basis, a program official estimated that of the total amount reported for transportation, about 96 percent would be from the State VR Services Program, and of that amount approximately 76 percent would be federal funds. Similar estimates could not be made for the Supported Employment Program.

^fA program official said that, while transportation is an allowable use of funds, using funds for transportation is not encouraged. Program officials estimate that transportation expenditures are zero or close to zero for this program.

^gFiscal year 2001 data are not available because transportation was not an area of emphasis until fiscal year 2002. The preliminary fiscal year 2002 outlays for transportation projects totaled \$1,084,798.

^hA program official estimated that transportation outlays were 8.3 percent of total outlays.

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¹This is a partial outlay based on voluntary reporting by grantees. Full outlays are not available because, according to a program official, grantees were not required to report transportation outlays prior to fiscal year 2002. Fiscal year 2002 data are incomplete, however preliminary data on transportation outlays from 46 of the 51 grantees totaled \$2,215,498.

²This is a partial outlay based on the amount grantees reported as non-assistance outlays in a category exclusively for transportation. States reported an additional \$356.5 million as outlays on assistance in a category that includes transportation and supportive services, however program officials were unable to determine what percentage of the outlays on assistance were spent on transportation.

³Program officials indicate that federal data on nonemergency medical transportation are not available. Estimate assumes that transportation outlays are 0.73 percent of total program outlays, based on previous research, including a survey of state Medicaid programs.

⁴According to a program official, grantees report total outlays for transportation and it is not possible to distinguish between federal and nonfederal funds. The official said 22 percent of total transportation outlays would be a good estimate of the federal portion of fiscal year 2001 transportation outlays.

⁵Estimate of transportation outlays is based on data from grantee's budget allocations, as suggested by an agency official.

⁶This is a partial outlay for transportation through the Community Development Block Grant program. This figure includes transportation outlays for the Entitlement program, but excludes the State Administered program.

⁷This is a partial estimate because, according to a program official, data on transportation outlays are not available from all grantees. The program official could not provide an estimate of outlays for transportation for all grantees.

⁸HUD provided data for transportation spending by 3,187 grantees in fiscal year 2001 that totaled \$7,221,569. According to HUD program officials, there are a total of 6,323 grantees, about twice as many as reported data. The officials therefore estimated that about \$14,000,000 would have been spent on transportation from all grantees in fiscal year 2001.

⁹Estimate of outlays for transportation is based on a program official's review of the budgets from 15 grantees who renewed their grants in fiscal year 2001. The official projected total transportation outlays for the program based on these 15 grantees.

¹⁰Public Law 102-477 is applied to allow tribal governments to consolidate funding from several federal programs. These include: the Department of Health and Human Services's Temporary Assistance for Needy Families, and Child Care and Development Fund programs; the Department of Labor's Native American Employment and Training, and Welfare-to-Work Grants for Federally Recognized Tribes programs; and the Bureau of Indian Affairs' Employment Assistance, Indian Social Service and Welfare Assistance, Adult Basic Education, and Higher Education programs. The Indian Social Services and Welfare Assistance Program is not used for transportation outside 102-477. The Adult Basic Education and Higher Education programs do not target transportation-disadvantaged populations as defined in this study outside of 102-477. The Employment Assistance program and the HHS and DOL programs provide transportation assistance separately from 102-477.

¹¹A program official estimated that transportation outlays were approximately 1 percent of total program outlays.

¹²Program funding from fiscal year 1998 and 1999 may still be spent, but the program no longer receives funding.

¹³Estimate of transportation outlays is based on a program official's review of grantee obligations.

¹⁴According to a program official, fiscal year 2001 data are not available due to changes in the program's reporting system. The official reported that transportation outlays for fiscal year 2002 totaled \$478,408.

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^wAccording to a program official, there are three distinct allocations of funds under the Capital Investment Grants: the New Starts allocation, which funds new rail projects; the fixed-guideway modernization allocation, which provides funding to maintain and update aging rail systems; and the bus allocation, which provides funding for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. Because the Capital Investment Grants fund projects that provide services for the general public, the transportation-disadvantaged likely benefit from many projects funded through each of the three allocations, but information was not available to estimate what portion of these funds for the general public benefit the transportation-disadvantaged. However, the program official said that the bus allocation would likely provide the most direct benefit for the transportation-disadvantaged and the obligation level could be estimated by totaling allocations to purchase vans, buses for the elderly or disabled, or paratransit vehicles and equipment.

^xThe Nonurbanized Area Formula Program funds projects that provide services for the general public, however grantees can use up to 10 percent of their funds to provide complementary ADA paratransit services. Although grantees did not report obligations for complementary ADA paratransit, a program official said that transportation-disadvantaged populations might benefit from other services provided through this grant, such as demand-responsive services. However, the program official could not identify the amount of spending that directly benefits the transportation-disadvantaged.

^yAccording to a program official, the Urbanized Area Formula Program funds projects that provide services for the general public, however grantees can use up to 10 percent of their funds to provide complementary ADA paratransit services. The figure listed in the table is the total obligations that grantees reported for providing complementary ADA paratransit services. Although grantees may benefit from other services provided through this grant, such as demand-responsive services, the amount spent on complementary ADA paratransit is the only portion that program officials could identify as directly benefiting the transportation-disadvantaged.